

IOWA TRAILS 2000

OPEN HOUSE INPUT ANALYSIS – FALL 1999 OPEN HOUSES

Atlantic, Cherokee, Des Moines, Ottumwa, Waverly

Participants: 275 total at 5 workshops

Attendees were asked to indicate their opinion of the relative importance of a preliminary list of criteria for evaluating potential trail locations, to suggest additional criteria, and/or to provide comments on each of the criteria. The responses are summarized below (13 criteria categories).

Criteria:

Economic Impacts and Benefits to Tourism

- Recreation and variety of recreation is fundamental in retaining industry and enhancing growth for new industry. Retaining industry is essential to providing opportunities to young people in our area.
- If Iowa is to retain and attract young people to the state, it needs forms of family recreation. Trails are certainly one of these.
- Enhancement of tourism in the area and traffic flow generated.
- Biking/walking events can be scheduled – as the sponsored walks in state parks.
- Colorado has riding areas almost everywhere you go. Why can't we?
- Paved trails draw repeat bicycle riders. Economic development along trails is proven fact in Iowa, Minnesota, Wisconsin, etc.
- Keep Iowa \$\$ in Iowa.
- Need motorized trails in Iowa. Don't want to travel out of state to ride ATV.
- Need to look at the monies spent by snowmobile and ATVs in Minnesota and Wisconsin vs. bicyclists and snow skiers. Sit along the interstate in Minnesota, Wisconsin, etc. and see how many vehicles are from Iowa pulling ATVs and snowmobiles. A lot of lost revenue to Iowa communities.
- Since there are so few motorized trails here, people are very negative about the positive impact— \$\$, family time and recreation. In Wisconsin where we spend much time and money, we are very welcomed and appreciated.
- Tourism.

Linking with Other Trails and Public/Private Facilities

- Connected trails in all areas of Iowa important for "pass through" tourists.
- Important factor: connect existing trails.
- Yes: (important factor to connect existing trails).

- Agree (important factor to connect existing trails).
- Cross-state corridors.
- Local trail linkages.
- Transportation utility – does it connect common destinations, i.e. shopping, businesses, schools?
- Close to cities.
- Services-community.
- Housing/residential centers.
- Commercial center.
- Schools/colleges/universities.
- Scenic resources.
- Historic Sites.
- City parks/open spaces.
- Support facilities.
- Have campground area alongside or as part of bike/walking trail or motorcycle area.
- Campgrounds – trails to campgrounds.

Prefer Motorized Trails

- Allow use of snowmobiles on bike trails during winter.
- Cycle and ATV on side of bike trails year-round.
- We need motorized loop trails or linear trails over the state that we can bring our family on.
- Have any studies been done to provide recreation equality? We have very few motorized trails per user population.
- Need DNR and OHV to work together to develop an OHV riding area similar to Finger Lakes in Missouri. Should be closer than 6 hours away for lowans paying registrations.
- Exercise? Motocross is the second most physically demanding sport there is. Play riding can be just as demanding, and fun!
- Riding and OHV is exercise.
- Could we have more motorized trails over the State of Iowa, like Wisconsin?
- Need more and larger motorized riding areas.
- Multiple use trails to include motorized, year-round use.
- Need motorized trails.
- I worked at a job for 30 years that ruined my hearing – I would just as soon have ruined it riding my motorcycle.
- Helmet and earplugs cure that problem (of hearing loss).

- What about (hearing loss from) airplanes, tractors, trucks, and Harleys?

Prefer Non-Motorized Trails

- Motorized vehicles beside bike trails too noisy.
- Motorized vehicles are noise pollution. See you at the hearing aid shop.
- We need pathways with no motorization – everyone needs exercise instead of just riding a motorized rig. There is enough noise – you need a peaceful area for relaxation.
- Motorized transport need to be separated from human powered year-round.
- Anyone can use non-motorized trails without any special equipment.
- Designate some trails for motorized vehicles and leave the rest for hikers, bikers, horseback riders, and skaters.
- We need some quiet places – we don't need trails everywhere.
- Trails are quiet.
- No, we don't (need motorized trails).

Paved vs. Unpaved

- Unpaved trails draw repeat motorized riders year-round. This is proven fact in Minnesota, Wisconsin, Colorado.
- Need dirt trails parallel to paved trails for horse use.
- More multi-use options.

Construction and Maintenance

- Maintenance on existing trails should be established before any more trails are built.
- There is a need for volunteers to be organized to help maintain trails such as what the Iowa Trail Riders Association and Iowa Equestrian Trails Council has been doing for the past 8-10 years.
- ATV clubs willing to work with snowmobilers for maintenance feasibility.
- We have the people power to build ATV trails along with equipment to keep cost down and have a multi-purpose use trail! –*Trailblazers*
- Low-impact ATV trails – diverse landscape types. ATV clubs are willing to maintain trails on unused river bottoms and lands.

In Railroad Rights-of-Way

- My family owns a farm with the Cedar Valley Trail through it. Abandoned railroads are a good place for trails since they don't change anything about how you farm the land. If the farmer wants to trade land to square up the field, it would be good to work with them.
- What about early identification of abandoned rail right-of-ways?
- Along existing railways.

- Get any rail bed you can. We should be able to work with the farmers to benefit both of us. Most rail beds “given” to farmers are never developed for crops. Let’s put the area to work for us and bring in some local income.

Not in Abandoned Railroad Rights-of-Way

- Keep trails off abandoned railroad land that adjoining landowners have purchased and returned to productive land; they’re paying more taxes on this property than the trails will ever pay.
- Not on abandoned railroad ROW (cause too many problems); put them in existing parks whenever possible.

Sensitivity to Diverse Landscape/Natural Environment

- The Iowa Trails Plan should promote an appreciation of the natural environment.
- People exposed to trail systems in other states are pro-trail, showing that there is little impact on the environment.
- Consider impacts to wildlife and native plants.
- Land use sensitivity to natural areas, too.
- Diverse landscapes.
- Topographic characteristics.
- Sensitivity to land uses.

Use of River Corridors

- Properly designed trails would not cause problem (in river areas).
- If we have no trails in river areas, are we able to see the wildflowers, animals, etc.
- River corridors are one of our most threatened habitats – don’t put trails in all of them.
- Iowa has hundreds of unused river corridors. Let’s make these available to ATV, snowmobile, horses, hiking, etc. Landowners would like for us to clean these up for them.
- Address potential erosion and loss of wildlife habitat (along trails in river corridors).
- Proximity to water.
- Along rivers.
- Rivers/Creeks.

Adjoining Property Owner Cooperation

- I would love a trail going by my house!
- Me, too (would love a trail going by my house).
- Keep them away from homes; minimum separation distance; no one wants to look out their bedroom window and see a trail.

- Some people will buy a house so they can look out their windows on a trail but do need to consider existing owners.
- Pass legislation to keep property owners from being sued by insurance companies and private individuals for recreational riding accidents. Remove all liability from property owners.
- Farmers are being misled by information about fencing and maintenance in fence lines and overhanging trees.
- Not through farms.

Method of Trail Funding

- Financial – federal regulation on grant funds sometimes seems too strict for the dollar amount involved.
- Taxpayers don't want to be burdened with the maintenance of the trails. Our roads have deteriorated and our counties can't afford to keep them up.
- Taxpayer should not foot the bill for bikers' recreation.
- Financial support should be totally by users, not all the taxpayers.
- Same for schools (financial support should be totally by users, not all the taxpayers).
- Bicycle trails are paid for by the taxpayers. OHV trails and parks are paid for by OHV riders – What's the deal?
- Why do taxpayers have to pay for bicycle trails that motorized drivers cannot use? Seems to be discriminatory to me. Bicyclists and horse riders can ride roads. Can ATVs and snowmobiles?
- The DOT should assist local trails organizations in the education as to where the money for ISTEA and other grants really does come from.

Safety

- A safe place to ride and walk is all we ask. I have been run off the road and nearly hit too many times.
- Safety.
- Bicycle facilities – follow AASHTO guidelines and preferences for on-road facility over separated trail.
- Many other states have shoulders implemented for bicycling. Look at Colorado, Montana, Canada and Oregon. Small rumble strips separate the traffic and bicyclists. Why are we so resistant?
- Shoulders on highways are too dangerous for bicycling – especially youngsters. Put money into trails instead.
- Why is the DOT so against putting 5-foot shoulders on new highways (8-foot not needed); example – Highway 71 Audubon north to Templeton, and south to Atlantic.
- (Five-foot shoulders are) too dangerous.

Issues

Attendees were asked to identify issues related to trail development that they thought were important, and that should be considered in the *Iowa Trails 2000* process.

Economic Impacts and Benefits to Tourism

- Historical/cultural tourism.
- Measure economic development.
- We drive many hours, spend \$200-\$300 in a weekend to ride Wisconsin trails. They want our money and we are glad to give it to them for their hard work on their trail system. We would rather spend it here in Iowa and hopefully we can someday! –*Trailblazers Off-Road Club*.

Linking with Other Trails and Public/Private Facilities

- Communities/link to state parks.
- State development of trails that cross several counties as Minnesota and Wisconsin do.
- Transportation – trails/bike routes that facilitate everyday bike transportation – direct, fast routes between destinations within urban areas.
- Add major county parks to community linkage – i.e. state/county parks.
- Communicating/coordinating with educational institutions.
- Tie trails into college/university trail systems.
- Links between communities, State Parks, etc. very important.

Prefer Motorized Trails

- I ride motorcycles, I ride bikes. I want OHV trails, it's only right!
- Why are abandoned railroad lines being given to non-motorized instead of motorized?
- Please try to develop more OHV parks for motorized recreation – use the funds for which they were intended!
- Bicycles have 1,000,000 plus miles of trails in Iowa (every street and highway except interstates). Motorized trails make up less than 1,000 acres in the whole state. I can keep spending my money out of state if you want.
- Trails should be open to snowmobilers, who pay for trails in many ways – taxes, registration and license!
- Have you ever rode a motorcycle or ATV? That's a pleasant workout.
- There are simply very few motorized off-road vehicle areas in the state, especially compared to other trail recreation opportunities.
- Year-round motorized use to be included in multi-use trails.

Prefer Non-Motorized Trails

- Bike trails were made for non-motorized since bicycles, roller blades, etc. cannot use roads but motorcycles can.
- Trails should increase physical activity, not more motor use.
- I agree that (trails should increase physical activity, not more motor use).
- I also agree that (trails should increase physical activity, not more motor use).
- Keep ATVs only on old gravel pits or sand pits – *Cross-country skier*
- We as ATV riders do not like to ride gravel or sand pits only! We have families and like trail riding from town to town. Sight-seeing, leaves, birds, trees, and streams. We do also care about the way trails wear. We are not out there to tear up the land! –*Trailblazers*

Paved vs. Unpaved

- Keep most snowmobile trails unpaved, with hills and turns so will work as mountain bike trails when no snow. Want to design them to limit speed.
- Watch use of hard-surfaced trails – either adjacent trail not hard-surfaced for snowmobiles or use lime as a surface.
- Strive for greater diversity in trails. I'm told hard-surfaced trails with hills and curves are what RAGBRAI riders need to practice on. If you want them off highways give them a place to go.

Construction and Maintenance

- Legislation: Trail maintenance should be required of managing trail board.
- Maintenance — funding.
- Volunteers – development in smaller areas.

Adjoining Property Owner Cooperation/Trail Use Etiquette

- Liability – adjacent landowners need protection from lawsuits. Normal farming practices need to be protected.
- What about rights of reversion due to landowners on abandoned railroad right-of-way?
- What are the liabilities for the landowners? This has not been addressed – landowners should not be liable.
- Landowners' property is being abused by people who use the Wabash Trace as access to farmers' property. We have had no recourse, no protection.
- Education of trail users with regard to "rules of the road."
- Address trail user liability.
- Private property rights.
- Enforce Iowa state codes in regards to fencing, drainage, and weed control.

Trail Funding

- State government assistance to help make difficult connections.
- Reformulate existing funds (such as REAP) to allow for maintenance of existing facilities, not just development of new ones.
- ATVs and snowmobiles have to be registered to ride trails. This is where we get our money to build and maintain our trails and parks. How about a registration or user fee for these other trails?
- Prohibit the use of grant money for projects that require condemnation of private property for recreational use.
- Require need, ability to maintain and cost/benefit analysis to be demonstrated when new projects are proposed.
- Mandate federal road use funds be used for roads and bridges, not recreation.
- Create licenses, user fees, and excise taxes for bicycles and equipment to cover costs associated with trails.

Safety and Health Factors

- Given demographics of Iowa, it is imperative to keep older Iowans moving for their health and economic impact.
- Well said (that riding motorcycles or ATVs is a good workout).
- Health.

Multi-Use Trails for Various Users

- Allow motorized use of old railroad tracks on the side of the bicycle trails.
- We need more multi-use trails in smaller population areas. We need to drive an hour to get to trails now. Tired of so much funding going to larger areas.
- Various bike users—children, family, commuters, professional (long distance).
- Trail modes—promote multi-use for cross-country skiing.
- Make multi-use really multi-use—both motorized and non-motorized.
- Recognize multiple uses beyond bikes—hike, jog, roller blade, ski, etc.
- Use trail systems for multi-use, like Wisconsin and Minnesota: snowmobiles, ATVs, bikes, horses, walking trails for all to use.
- Be sure trails are for motorized year-round use also.
- Students.

Trail Design Factors

- Old railroad abandonments.
- Natural resources.
- Uniform signage.
- Mapping.
- Trail criteria in new subdivision criteria and/or guidelines.
- Maps (updated regularly) would be helpful, especially of breaks between existing trails (example: Heart of Iowa).
- Historic context of bicycling and trail area.
- Any way old bridges (such as Waterloo's 18th Street bridge) could be relocated to trails? They're old but wouldn't have to carry heavy loads. No need to paint them either—let the rust protect the iron.
- Trails will be accessible to emergency vehicles and routine police patrol.

Locate in Existing Parks

- What about trails in existing parks for snowmobiles, dirt bikes, ATVs and equestrians?
- New trails to be developed in existing parks. These types of trails cost a fraction of the amount to develop and maintain that it takes for a trail on abandoned railroad right-of-way.

Trail Management

- State department of trails with one system of management to equalize services, uniform safety and intersection signs, etc., like Missouri trail system safety at crossings with stiles.
- Require incident reports be kept and available for public examination.

Trail Education, Marketing and Promotion

- So many Iowa people are not familiar with trail use, and their opinions seem to be based on things that are perceived and not fact. How do we change this?
- Marketing and promoting.
- Millennium Trail.

Other

- A lot of the same arguments against heard everywhere, but very few problems relative to the benefit of trails. Let's think of the Big Picture, folks!
- Why does Des Moines and other large cities get professional treatment in regard to trail money almost to the exclusion of SW Iowa.
- What's the Farm Bureau doing on your technical advisory committee? Exactly what trails have they built lately?

Opportunities

Attendees were asked to identify opportunities that the trail planning process could take advantage of. Comments given included:

- How will all the people who are not at these meetings involve their input? E-mail? Phone support?
- This needs more broad spread of information and awareness; advertise the website so there is more support.
- In your planning process, are community plans implemented?
- Do tourism dollars help offset tax dollars?
- Groups in the state interested in developing trails need technical help through the process. Where to start, organization assistance, securing easements, etc.
- Would love to see a website with all trails listed and with ability to find out what trails are available within a requested radius (example: what trails are available within a 50-mile radius of Cannon Falls, Minnesota?)

Preferred Recreational Trails

The following comments were made regarding trail corridors proposed or being considered:

Alma-Riceville-Minnesota

- Let's get the trail from Alma thru Riceville done and extended to the Minnesota line. Getting to Lake Louise in LeRoy will get us tied into their trails (Root River, etc.) and eventually into Wisconsin and LaCrosse.

Atlantic-Audubon Area

- The Atlantic-Audubon trail should be prioritized as it connects the National Discovery Trail.
- How are you going to get from trailhead to Atlantic?
- We need to fund the construction of the Atlantic-Audubon Trail.
- What can be done next to get approved for a bike trail along the old railroad track between Atlantic and Audubon?
- Lewis was the crossroads to the east and west — from Des Moines to Council Bluffs (Kanesville).
- Highway 6 through Lewis: The original White Pole Road, Mormon Trail, Underground Railroad and stagecoach; also a designated highway in 1800s.
- A bike trail between Atlantic and Audubon would benefit the people in the towns along the way.
- We feel this would be a good thing for Cass County. Connect with Historical Lewis – Mormon Trail, Underground Railway Station, Ferry House, etc.

- We feel that this will benefit all the citizens of Cass County.
- Thanks for addressing this big blank area (Crawford, Shelby, Audubon counties)

Grant Wood Trail

- Proposed Grant Wood Trail should be removed from plan. Will never be contiguous to Mississippi as stated.
- Would be helpful to label type of trail—canoe/bike/multi-use/motorized vehicle.
- Grant Wood Trail route should follow railroad corridor through Olin, Oxford Junction into Clinton County, then into Jackson County.

Saylorville-Madrid Area

- Make Saylorville-Madrid area an OHV park like spelled out in the master plan from 1976.

Trail User Modes

Attendees were asked to identify in what ways they use trails (some responded to more than one category):

- Pedestrians – 104
- Bicyclists – 127
- Mountain bikes – 33
- Snowmobiles – 63
- Equestrians – 23
- Off-Highway Vehicles – 83
- In-Line Skaters – 39
- Canoes/Kayaks – 44
- Cross-Country Skiers – 2

Other Comments

- We need OHV trails in NW Iowa; there isn't any.
- I would like Iowa to spend its money on other recreation things. None of the trail choices cover my priorities.
- Where is the "Proposed Motorized Trail System" on your legend?
- OHV areas need to be part of the Trails Plan—registrations paid, gas tax paid, no place to ride!
- Bicycle trails are paid for by all taxpayers. Even the ones that don't use the trails. OHV trails and parks are paid for by OHV users. Why?
- Missing cross-country skiing from usage. Separate from snowmobile trails.
- OHVs pay their own way. Where do the bicycles get their money?

IOWA TRAILS 2000

OPEN HOUSE COMMENT FORMS – FALL 1999 OPEN HOUSES

Atlantic, Cherokee, Des Moines, Ottumwa, Waverly

The following written comments are compiled from those submitted on the *Iowa Trails 2000* Open House comment form. Comments have been paraphrased and then sorted into ten major issues.

ISSUES

Bicycles:

Bicycle riding is a major component of the Iowa trail network and bike riders were well-represented at the open houses. There were discussions from bicyclists as to the need for bike trails or for wider shoulders on roads to allow for bicyclists.

- Bike lanes on all new and rebuilt roads.
- Bike trail signs on county roads.
- Bike trails on road shoulders.
- Variety in bike trails: level rail-bed trails, more difficult trails paralleling highways, recreational trails, and functional trails downtown through cities.

Design:

Trail design standards need to be developed. Surfacing techniques were discussed at all open houses. The comparison between crushed stone, and concrete/asphalt and how they fit the concept of multi-use trails were the main topics. Additional detail for support facilities should be incorporated in the design phase of trail projects. Sharing of rights-of-way was offered repeatedly as an alternative to using railroad right-of-way.

- Connect existing trails and corridors.
- Maintenance safe water crossings.
- Cross-country trails with camping.
- Fencing should be installed when trail built.
- Good trail maps and markings.
- Hard-surfaced trails.
- Include amenities with trail.
- Interconnecting trails.

- Linear trails, including roads with camping areas.
- Need a general trail design guide supported by interstate resource center.
- Provide hard surface trails; they are safer and more useable. No gravel shoulders.
- Sufficient lighting on trails, placed in open areas.
- Connect Spencer to Lakes Trail.
- Use old railroad right-of-ways.
- Signage of where trails start and how to continue when there are breaks on multi-use trails.
- Paved or crushed limestone surface for bike trails.
- Grass for horse trails.
- Plantings along trails for noise control, windbreaks, shade, and visual interest.
- Make trails like Minnesota, Illinois, Wisconsin, Wyoming.
- Look to Wisconsin as a model for trail system.
- Build wider shoulders on roads for bikes.

Education:

Trail use education may offer a solution to multi-use trail conflicts. The school system, potentially, could offer education opportunities by demonstrating various trail user groups and their specific requirements for outdoor enjoyment.

- Develop informational packets of landowners who support trails and why, for distribution to others who might be affected by new trails.
- Educate the users on the rules of the road.
- Establish rules for trails.
- How bike trails can be added to promote tourism and physical exercise.
- Safety classes in schools.

Equestrian:

Horse ridership had limited presence at the open houses, however, they were represented by several small organizations that promote equestrian trail development. The potential for multi-use trails that include horses was expressed. Combination with OHV use, however, was not desired.

- As an equestrian, I work for double-trail, multi-use trails for bicycles and equestrians.
- Equestrian trails and multi-use. Need to keep OHV out.
- Allow horses on trails.

- Equal opportunities for equestrian riders.
- More riding areas.
- Equestrians in the multi-use system.

Funding:

Lack of funding and too much funding was discussed at each open house. One consistent theme was the development of user fees. Motorized users felt slighted due to the fact that they pay registration fees and bicyclists don't. It was apparent that more money is desired and required to construct trails, locally and statewide.

- Additional funding for development.
- Funding and intended uses of the trails.
- Important that funds be available to locations across the state. Any money going to northwest Iowa? Connect Spencer to Lakes Trail.
- Lack of dollars available from state.
- Road Use Tax Fund should not be used.
- Tax funded for all uses, not just bikes.
- Too much money on so few people.
- User fees should be started.
- More funding to meet existing goals.
- Registration costs.
- No DOT money should be used for trails.
- Trails groups should raise their own money for trails.
- Approved grants should be awarded to project based on facts rather than on future hopes.

Maintenance:

Maintenance, or the lack thereof, was frequently mentioned. Maintenance cost should be analyzed at the design phase and trail maintenance should be prioritized concurrently with new construction.

- Involve counties in planning and maintenance.
- Have state take over trails.
- Maintenance of existing trails.
- Legislative effort to put rails-to-trails under the jurisdiction of the DNR for construction and maintenance.
- Keep up existing trails.
- Maintenance on parks needed.
- Local maintenance on trails.

OHV and Snowmobiles:

OHV users and snowmobile riders were the single largest group at the open houses. They addressed many issues, but primarily voiced concerns about the lack of riding areas and the lack of trails for OHV use. There was overwhelming opposition to the registration fees for OHVs being applied to bicycle trails. OHV riders favored more multi-use trails and questioned “problems” associated with trying to accommodate both motorized and non-motorized multi-use trail alignments. Town-to-town trails were strongly desired, rather than riding areas. Wisconsin riding areas were often mentioned as examples of good OHV trail planning.

- Adjacent property owners must be free of liability.
- More OHV trails.
- Allow multi-use trails to exist.
- ATV riders should be recognized in the state for the use of public trails.
- Equal trail riding opportunity for snowmobiles.
- Expand multi-use trails for snowmobiles in the winter.
- Include ATVs in trail planning.
- Increase number of trails for both snowmobiles and bicycles.
- Iowa Trails Plan 2000 does not include trails for OHVs. These are legitimate forms of trail recreation in Iowa. Funding from user fees and registration and gas tax.
- Legalize ATVs on gravel roads.
- More ATV trails in Iowa.
- More ATV trails. Include ATV in future plans.
- More parks for OHV.
- Trail system for motorized users.
- More snowmobile trails, adjacent to roadways, help maintain them.
- More snowmobile trails.
- Motorized trails need their fair share. Pay fees and no trails. Bikes pay no fees and have trails.
- Multi-use trails for ATVs and snowmobiles.
- OHV trails.
- Opening up more off-road riding areas. How to better get information out to users on events, concerns etc., and facing riding areas.
- OHV parks need.
- OHV registration fees going to trails that we can’t ride on.

- OHV trails from town to town. Maintenance and support facilities needed.
- OHV trails that go by cities, cross country trails. Maintain OHV areas.
- Snowmobile trails needed, also multi-use trails, not just for bikes.
- Snowmobiles in road ditches.
- There are large numbers of motorcycles and all-terrain vehicles in the state. I would like to see development of point-to-point trails in our state, and if not feasible, parks in which a trail system could be maintained.
- Use ATV registration fees on trails.
- We need ATV trails in Iowa really bad. We pay Iowa registration fees and have no trails. We have to travel to Wisconsin or some other state to ride. Multi-use trails are possible. Trail system to include OHV Quads.
- Make sure money for OHV Quads accommodating OHVs.
- Dirt bike use included in trail system.
- ATV's use included in trail system.
- More trail systems maintained like the trails in Waterloo and Ely—(currently maintained by ATV's club).
- Open Cedar Valley trail for quads and snowmobiles in winter and summer ('for that matter').
- More ATV trails.
- ATV trails town to town.
- Consider OHV in Future trail.
- Policing of existing ATV parks.
- Open state parks for ATV in winter.
- Motorized vehicles should 'not' be allowed on trails.
- Address OHV trails.
- Police existing ATV parks.
- Open state parks for ATV in winter.
- Separate trails for off-roads and ATVs.
- Separate trails for ATVs.
- Utilize river bottom ground for ATVs.
- Utilize rail-beds for ATVs.
- Widen bike trails so that they may be used by snowmobiles in winter.
- Lineal trail systems for ATV/snowmobile use.
- Separate motorized vehicles from other trail uses.
- Keep bike trails open in winter for snowmobiles.

- Need OHV trails in northeast Iowa, limited current access.
- More ATV trails around Webster City and Fort Dodge.
- More areas for quads and trail bikes in central Iowa.
- More linear trails in IA for ATVs.
- Registration fees for ATVs to help fund trails.
- More OHV parks and linear trails.
- Registered ATVs should have trails set aside and rules to follow.

Multi-use Trails:

Trails that accommodate more than one use are desired. Bike trail use by snowmobiles in the winter was often mentioned. Non-motorized users were concerned with speed, noise and pollution created by motorized users. Corridors could be utilized with multiple trails.

- All trails should be multi-use, including motorized.
- Multi-use for snowmobiles, fees no trails.
- Multi-use trails.
- Multi-use trails needed.
- Snowmobiles sharing bike trails, snowmobiles registered paying fees.
- More multi-use trails.
- Multi-use, multi-purpose trails.
- All trails should be multi-use trails.
- Design trails for year-round use.
- More multi-use trails including horses; separate trail for motorized vehicles.
- Trails open to all forms of vehicles.
- Use nature trails in winter.
- Allow snowmobiles on limestone trails.

Planning:

The principal topic for planning issues was railroad rail banking and whether the land should revert to adjoining landowners. Rail banking should be an educational objective: the legal questions need to be highlighted and public education about its purpose widely circulated. The opposition is very well organized, and this may affect many desirable corridors. Other planning topics were also raised in comments.

- ADT should be priority.
- Adjoining landowners should be given the opportunity to buy railroad.
- Being able to commute on bike, bike facilities on buses. Advance recreational opportunities to attract young people to Iowa.

- Decide to use rail beds for trails before land released to farmers who do not use.
- It is time to hang on to or acquire land for public use. So much land is being developed for housing. The only way to have trails is to share public land. Most of us cannot afford our own private preserves.
- Land taken. Right-of-way issues to be resolved.
- Loss of tax base in taking right-of-way.
- No to railroad right-of-way conversion, need to be taxed and productive.
- Personal property rights.
- Private property rights.
- Property rights, loss of privacy, litter, fencing trespassing.
- Snowmobile users on the committee.
- The state should be involved in purchase of rights-of-way for future trail development. This should be part of the state trail development plan.
- Trail corridors shown on old plan not built.
- Trails are important, but feel strongly against taking prime farmland for them. Object to Laurens to Royal Trail.
- Trails beside railroad tracks.
- We bought and paid for the railroad right-of-way that goes through our farm and, like other neighbors, we think it should be left for private use. I don't think a bike trail is a necessity of life like a highway; don't condemn land for recreational use.

Proposed Trails:

Many attendees had specific trail location suggestions.

- Connect Spencer-to-Lakes Trails.
- Enlarge and enhance trails in cooperation with urban centers and visitor sites. Make trails primarily non-mechanized. Need more prairie like trails.
- Get some trails.
- Little Sioux River corridor excellent plant for trails.
- More money for trails in northwest Iowa, connect Spencer to Lakes Trail.
- Need T-bone Trail from Atlantic to Audubon. Historic trail.
- Northwest Iowa should have summer trails connecting towns.
- Spencer-to-Lake Trail system.
- Spencer trail along Highway 71 bypass.
- To connect trails from county to county so long distance touring would be possible. To increase and improve bridge crossing, to eliminate the necessity to ride on shoulders.
- Trails for northwest Iowa.
- Trails for northwest Iowa.
- Trails in all parts of Iowa that connect, ADT top priority.

- Trails in northwest Iowa.
- Trails to lakes from Spencer.
- Include Perry Hiawatha Trail into trail system.
- More development on trails in rural communities.
- Integrate Iowa trails with other state's trail systems.
- Connections to state or federal planned trails to existing trails should be given high priority to for funding.
- Include 1.5-mile Grinnell-Rock Creek Rec Trail segment from Region 6 on 'planned trail' maps. Was funded by ISTEAF funds.
- Expand existing trails.
- Implement new trails ('so we don't have to go to Wisconsin').
- More work on locating the Discovery Trail.
- Route National Discovery Trail over the T-bone Trail from Audubon to Atlantic.
- Link state, county and city parks.
- More trails.
- Linear trail across the state of Iowa.
- More trails for equestrian.
- Expand areas.
- Build trails around Fort Dodge.
- Build trails around Webster City.
- Build trails around Brushy Creek.
- Reconsider the 200 Acel riding part of Millville.
- Need riding area in northeast Iowa—unclear whether it is currently legal to ride.
- Large area in south central without proposed trails.
- Complete trails across Iowa.
- Statewide access.
- Link Bluff Creek with Rathbun Lake.
- Connect Johnston trail to Des Moines.

Overall, the *Iowa Trails 2000* planning process was well received by attendees. Suggestions and comments centered on specific user groups and their involvement in the process. Additional open houses were requested for more localized input in the process.

STATE TRAILS PLANNING PROCESS COMMENTS

- All interested groups advised of future meetings.
- All user groups need to be looked at fairly.
- Community needs to see ideas carried out.
- Difference in trail funding for bikes and none for OHV.
- E-mail as communication works great.
- Good start.
- Include OHV users in the planning process.
- Information on breakdown on what determines which group will champion and design a trail.
- Information on who to contact about trail development.
- Involvement of Iowa State Snowmobile Association directly.
- More info on future Iowa trails.
- More involvement of members in process.
- More open houses around the state, not so far away.
- More public awareness--especially on meeting times.
- Need better input on local trails for impact on adjoining landowners.
- Need more concrete proof of land ownership and more specific plans how the project will operate.
- Need more information on trails plan.
- Need more motorized involvement and trail selection.
- Needs to be more aggressive.
- Not enough consideration is going into the planning process for riding areas considering the number of quads and bikes that are out there.
- Not pleased with how it was set up; trails were not explained.
- Organize volunteers.
- Organizing the major organization and open house process good plan.
- Planning process allows for public input.

- Planning process continues as is with more user input.
- Pleased with planning process accomplishments.
- Process appears to be adequate if this is the sincere efforts of the DOT.
- Process favors farmers and landowners.
- Process is a necessity and needs to continue working toward a statewide plan to expand and share the riding areas, multi-use.
- Process is slow.
- Process off to a good start.
- Provide color copies of regional trail maps.
- Provide for equal treatment of OHV.
- Public open houses are very good idea.
- Should be working on the roads and bridges, not the trails.
- Simplify application process.
- Stop process and get trail system into use.
- Strong ridership in Cedar Rapids area, hold meeting here.
- Study costs, liability, and legal process of trails.
- Support for OHV as family activity.
- The open house format is workable method of collecting information, yet managed to defuse potential disagreements between users groups.
- The planning process is good and goes in the favor of ATVs.
- Thorough analysis of railroad rights-of-way for trails vs. reverting to farmland.
- Trail planners need to reach out to the motoring community.
- Trails 2000 is off to a great start.
- Trails are a wonderful asset, need to develop more trails for economic development.
- Volunteer coordinator with Iowa DOT.
- Why ATV and snowmobile trails not for both?

IOWA TRAILS 2000

OPEN HOUSE INPUT ANALYSIS – SUMMER 2000 OPEN HOUSES

Ankeny (RAGBRAI), Atlantic, Cedar Rapids, Cherokee, Des Moines, Dubuque, Fairfield, Fort Dodge, Mason City, Muscatine, Waterloo

Participants: 321 total participants at 11 workshops.

People attending the Open House Workshops were asked to indicate their opinions/comments on the displays around the room. The displays led people through the room on a chronological tour of the document...chapter by chapter. Comments were made on sticky post-it notes and tabulated after the final open house in Dubuque.

Iowa Trails 2000 Goals

- ☐ What will the state do to aid in planning multiple-county trails?
- ☐ How can Trails 2000 get planners from neighboring municipalities to work together?
- ☐ DNR needs to have a better trail system, more education for users and more promotion of trails. If we have a great system that works – lets brag about it...not keep it a secret.
- ☐ Will all people of all skill levels feel welcome and safe on these trails?
- ☐ Do the goals include people with mental disabilities and their needs?
- ☐ Trails 2000 should also provide an understanding of the benefits of trails and how they are a valuable tool for local trail planning and implementation efforts to County Engineers, Regional/MPO Planning Boards, State departments such as the Department of Health, Lawmakers, Senators, Representatives, the Governor and even Federal Lawmakers representing Iowa. The planning and implementation should be coordinated at all of these levels.
- ☐ Connecting points of destinations with trails to provide for alternate transportation, not just recreation.
- ☐ Have organized trail clean-up days.
- ☐ On multi-use trails, have bikes with a strip, have horses with a strip and make it wide enough for everyone.
- ☐ Make linear ATV trails in the state that connect smaller towns (which will give more revenue to the towns).
- ☐ Need community support for a good ATV park in our area and in the state.
- ☐ Create linear ATV trails throughout Iowa.
- ☐ Want multi-purpose equestrian trails.
- ☐ Horse trails in Warren County.
- ☐ Need full-size legal public areas.

Document Outline

- ☐ More multi-use trails need to be developed for both winter and summer use.
- ☐ Need more multi-use trails for year-round use.
- ☐ Want more equestrian trails in some of the nice County & State Parks.
- ☐ ATV trails as well as multi-use trail systems will bring much economic benefit to our state.
- ☐ Why are snowmobiles legal in the ditch during the winter, and OHVs are not legal in the summer? Can we get them legalized?
- ☐ ATVs need the ability to ride in ditches like snowmobiles do in bordering states.

- ❑ If there were more motorized dirt bike trails and less mountain bike trails, it would increase taxes on motorcycles, then the state makes more money and we ride and have fun.
- ❑ A full-size four-wheel drive park would generate income every weekend for neighboring towns.
- ❑ Full-size vehicles (like Jeeps, Trucks) should be included.

Chapter 1

- ❑ Iowa needs to expand linear trails and make them as multi-purpose as possible. Why should we go to Wisconsin or Minnesota to spend our time and money?
- ❑ Inline skating is the most popular form of recreation in the age group of 15-21...keep the future in mind.
- ❑ Multi-use trails work very well in other states, for example Wisconsin has many different trail systems that are open to everyone: pedestrians, bikers, equestrians, and OHVs.
- ❑ Wisconsin can make multi-use trails work for them...why not Iowa?
- ❑ Make Iowa a better place to take a family vacation by expanding multi-use trails. Be sure to include motorized vehicles, ATVs, etc.
- ❑ People from all over Iowa go to South Dakota, North Dakota, Missouri, Minnesota, Wisconsin and Illinois to ride horses – Why? Because Iowa does not welcome riders. We spend a lot of money on equipment, gas, food and vehicles. We need trails!
- ❑ You aren't driving your pickup and trailer on the horse trail...How does the bicyclist get to the trail? or the motorcyclist?
- ❑ ATV trails in Iowa will keep a lot of money in the state, rather than being spent out of state...a lot of family vacation money is spent by ATV families.
- ❑ Many OHV users go to neighboring states to use their trail systems, since Iowa has no system. That means money is leaving our communities to be spent elsewhere for gas, food, lodging, etc.
- ❑ OHV users are required to pay a state registration fee to register their OHVs. This money should be used to develop trail systems for OHVs/multi-purpose use.
- ❑ What do people spend on equipment? (horse trailer and pickup compared to bicycles)
- ❑ With the money we spend on horse trailers, gas, camping, and food, we would like to see longer and more trails.
- ❑ My wife and I ride ATVs – we need a trail system in Iowa similar to multi-use trails in Wisconsin. We'd rather spend our money here.
- ❑ OHV and multi-use trails...they do work together, just ask neighboring states. Whatever it takes.
- ❑ Make trails connecting various areas throughout Iowa for families...OHV use (including off-road motorcycles). So we don't have to travel to Missouri.
- ❑ I would like to see more Snowmobile trails.
- ❑ How are you going to control motorized vehicle use with horse traffic?
- ❑ 4x4/Mountain Bike/ATV trails work if you have enough right-of-way space.
- ❑ Add full-size 4x4 vehicle trails to Iowa. Old quarries, floodplains, etc. are nice locations for that use.
- ❑ Please keep in mind the horse trails.
- ❑ Deeply need motorized trails.
- ❑ Just say no to motorized vehicles.
- ❑ Be sure to include cross-country skiing as weather permits it.
- ❑ Full-size four-wheel drives should be recognized too.
- ❑ Desperately need ATV trails.
- ❑ You should include full size OHV vehicles.

Chapter 2

- ❑ Having trails for full-size vehicles has many benefits to the local area where the trails are. It brings in many dollars to the local economy. Look at local area's where Jeep Jamboree's and other off-road events reside.
- ❑ The Jeep Jamboree in Pittsfield, Illinois had over 200 vehicles at \$400.00...that's \$80,000.00 generated in one weekend!
- ❑ Iowa ATV people are leaving the state to ride, which takes revenue out of the state...Iowa needs to wake up and get with it.
- ❑ Have signs like: Bikers pass on right. It can be scary having to avoid a biker.
- ❑ Why can't you ride ATVs in the ditches and gravel roads, there is no snow? Why are equestrian users and bicyclists allowed to ride on roads? Do they pay fuel tax and registration fees? Do they have adequate lights (headlight, tail and brakes)? Give the bicyclists the OHV Parks and give the trails and roads to the ATVs and snowmobiles.
- ❑ We could have one area with different sections for mountain bikes, ATVs, full-size 4x4s etc. This would reduce the total cost of having separate areas to patrol, clean, maintain, etc.
- ❑ Since when does trail traffic have the right-of-way over vehicular traffic?
- ❑ Trail intersections with roads need to be clearly signed on the roads. Vehicles often don't slow down or stop before the trail crossing – signage is essential.
- ❑ Wake up, Iowa! Canoeists, equestrians and bicyclists don't spend as much money as the snowmobiler's and ATV riders do. Why chase the spenders out of the state; yet support the bicyclists. Let them pay their way. Minnesota and Wisconsin look better all the time. After all, what's the fastest growing recreational vehicle? The ATV.
- ❑ Ecological value of trails is a great concept. Let folk's slow down so we can learn to appreciate ecology rather than just roar by. Provide benches at unique spots. Have nature interpretive guides and signs.
- ❑ Encourage office buildings and other work centers (industry, commercial) to provide shower facilities for workers who may run or bike to work. Maybe encourage shopping malls to have pay shower stalls for the workers or runners to use.
- ❑ Trails should, as a primary goal (other than providing access to scenic and unique areas that can deal with respectful traffic) provide for physical fitness. ATV use grows as nation gets fatter and more lazy. Exercise trails with catchy stations could get some folks off of their motorized rears.

Chapter 3 Trail Location Criteria

- ❑ I would like to be able to commute safely on a bicycle. Could we encourage all new development to put in bike paths as well as sewer and water lines? Roads with low predicted traffic volumes could be used as trails, but new developments connected only by high-volume roads should be required to have bike trails. Also, cities should be encouraged to build bike access to all sections of town, not just the easy to build or scenic areas.
- ❑ As a European, I have a different perspective of transportation to that of a typical American. My main interest is in cycling, and how it can be integrated into the "big picture". I do not own or use a car and feel that the concept of a separate "trail" is alien to me. I therefore feel

that some consideration should be given to making cycling on the roads a safer activity and also to carrying bikes on carriers on the bus.

- ❑ Horse hooves damage trails designed for hikers and bikers. Soft dirt trails can be rapidly disrupted by hooves & spinning tires.
- ❑ How about bicycles paying a license fee like a car or an ATV?

Chapter 3 Resource Inventory Mapping

- ❑ Utilize existing programs to expand trails program.
 - Conservation Reserve Program (USDA)
 - Wetland Reserve Program
 - Debt for Nature Program

Chapter 3 Existing Inventory Map

- ❑ Where are the OHV trails? It seems kind of lop-sided.
- ❑ Work to expand existing trails and try to connect them as multi-purpose trails.
- ❑ Linear trails for motorized users. Multi-use is a great idea...also continue to create OHV parks.
- ❑ Check with the Jefferson County Trails Council to find out more about existing and proposed trails in the Fairfield area.
- ❑ You may want to note the Clayton County Bike Trail along the Great River Road from McGregor to Guttenburg. There is a 4-mile trail in Elkader brought to my attention from the Clayton County Conservation Commission.
- ❑ There is a trail from Riceville to Elma in Howard County. Call Howard County Engineer for exact location and route.
- ❑ Help keep Brushy Creek available for horse campers and riders.
- ❑ Where is the designated bike route along the River Road?
- ❑ There is a need for motorized trails across the state for ATVs, dirt bikes and snowmobiles.
- ❑ Trails need to be multi-purpose including horses and motorcycles.
- ❑ Need multi-use trails with loop trails for special groups such as bikes, horses and ATVs.
- ❑ Need to differentiate between trails for pedestrians, bikes, horses, etc. Mason City trails for instance, do not all accommodate bikes.
- ❑ Multi-use trails need to include horses. Why can't this be done?
- ❑ Multiple-use trails work in other states. Iowa needs trails for motorized and non-motorized users.
- ❑ We spend money on bicycle trails, and here in Polk County I am hindered driving my work vehicle by those who insist on riding down the highway instead.
- ❑ Made a trail for bikers, and they end up using the highway.
- ❑ Trails don't go everywhere I want them to go...so I consider trails an option.
- ❑ Equestrian users have no options – they have to use trails.
- ❑ We need a series of motorized trails for full-size 4x4 vehicles, Jeeps, etc. These trails could be shared with motorcycles and quads.
- ❑ I would like to see river-to-river multi-purpose trails and include horses.
- ❑ We need to enlarge the Rathbun OHV area.
- ❑ I am tired of pulling down the highway and having a biker take up ½ the road going uphill.
- ❑ We need to make OHV/off-road motorcycle use legal along road ditches in the summer.

Chapter 3 Proposed Inventory Map

- ❑ Great to have trails designated in Van Buren County. Many railroad right-of-ways have been sold, so that will be a challenge.
- ❑ Fairfield to Keosauqua would be a great link.
- ❑ Currently there is a 15-mile trail loop being constructed around Oskaloosa and University Park this year in Mahaska County. Also, they have requested a paved shoulder on the Highway 63 project from Oskaloosa to New Sharon from the IDOT Commission.
- ❑ How about the Pennsylvania model of marking roads as designated bikeways across the state?
- ❑ Please make multi-use trails so we can all enjoy them.
- ❑ Not safe for meeting bikes on the highway.
- ❑ ECIA (East Central Intergovernmental Association) has updated proposed regional trail information for Epworth, Asbury, Dubuque and Clinton.
- ❑ Clinton County has an updated county proposed plan. For more information on it contact the Clinton County Engineer.
- ❑ The "MATS" plan has just been completed for Cedar Rapids. The plan has an extensive network incorporated into the MPO plan.
- ❑ Additions:
 - Beeds Lake (Hampton) extension of Butler County proposal
 - Marquette to McGregor – trail of two cities
 - Strawberry Point to Backbone State Park
 - Grinnell to Rock Creek Lake State Park
 - Des Moines to Red Rock connection
 - Fort Dodge to Brushy Creek
 - Howard County – Vernon Springs trail
 - Jackson County trail
 - Upper Mississippi River trail along the entire length
- ❑ UERPC (Upper Explorerland Regional Planning Commission) has updated proposed regional trail information for Clermont, Postville, Spillville, Effigy Mounds and Pikes Peak State Park.
- ❑ Iowa needs trails for full-size vehicles (Jeeps, Trucks, etc.). There is only one legal public trail area in the state for full-size 4x4 vehicles (near Solon).
- ❑ Interesting concentrations of trails in some of the urban areas, but not very evenly distributed statewide. Is this inventory based on current known plans or foreseeable funds?
- ❑ Need full-size 4x4 riding areas.
- ❑ NIACOG (North Iowa Area Council of Governments) has updated proposed regional trail information.
- ❑ Sheldon is currently constructing an inter-city trail system. Will horses be welcome?
- ❑ If you don't make them multi-use, the groups that are not allowed on them will ride on them anyway.
- ❑ Multi-use, why don't we try it?

Chapter 3 OHV Facility Map

- ❑ Usually the worst looking and rougher the terrain is the best for OHV use. The areas are out there; they just need to be found.
- ❑ Cooperation between all user groups does happen on trails in Wisconsin.

- ❑ We need to have regular dates for meeting with the powers that be so we can make this happen while we're young.
- ❑ OHVs will support financially their sport through their registration fees, as well as with people to plan, develop, and maintain it.
- ❑ OHVs currently fund and maintain all of our own riding areas. We can and would continue this progression from parks to trails. We are one of the few groups who take total care of our own areas. Currently, we have less than 1000 acres of legal riding area in Iowa. Considering that there are more than 500,000 ATVs sold annually, Iowa definitely has a void to fill.
- ❑ ATV sales are increasing at 25% each year. There is much economic gain by having a statewide trail system.
- ❑ Let there be ATV trails so we can spend our money in our home state.
- ❑ Please use our OHV registration dollars to build trails near Des Moines.
- ❑ We need more areas opened for ATV use, I know of no area within an hour of the Des Moines area. Surrounding states have better areas and get more of my recreation dollars even with the required registration and other fees demanded by this state.
- ❑ In regards to OHV usage/riding areas, please compare us to other states capabilities. Iowa is way behind surrounding states...just look at Missouri.
- ❑ Why do bicyclists get free trails and OHV riders have to pay their own?
- ❑ Be sure to include OHV/off-road motorcycle use of trails for family use.
- ❑ If you could get the IDNR to cooperate, we could have lots of land to use and not overload smaller areas.
- ❑ For OHVs, the best scenario is large, large areas, not many small ones...including old strip mines.
- ❑ All existing areas need to be expanded. The larger the area, the better it can sustain heavy use with less maintenance.
- ❑ I see lots of proposed trails for bicycles and walking. Where are new proposals for motorcycles? Bicyclists pay no registration/user fees, motorcyclists do.
- ❑ As an ATV user, I would much rather ride Iowa as opposed to another state. Keep our money in Iowa with trails for all active riding groups (bikes, ATVs, horses, etc.)
- ❑ Where is the plan for increased use for equestrian users?
- ❑ Don't overlook us ATVs. We definitely need trails in Northeast Iowa. You can count the dollars leaving the state every weekend. It all ends up in Minnesota, Wisconsin, etc. Let's keep the dollars and the good family fun right here in Iowa.
- ❑ Open up road ditches to OHVs in the summer time...such as the snowmobiles have in the winter.
- ❑ Would like to see some OHV trails or OHV parks in North Central Iowa. Right now we only have private property to ride on in the Mason City area.

Chapter 3 Statewide Proposed Vision

- ❑ Full-size vehicle off-roading brings a lot of money. Look at how many Jeep Jamborees there are throughout the country. (as well as other full-size vehicle off-roading events)
- ❑ What relationship does this map have to the "proposed trails" map?
- ❑ The Old Creamery Trail from Vinton to Dysart is not shown on the map.
- ❑ The corridor from Decorah to the Northeast corner is an absolute must. It should receive heavy state funding – should connect up with Minnesota and Wisconsin trails.
- ❑ A trail from Fairfield to Keosauqua would be great to bike to Lake Keosauqua and Lake Sugema.

- ❑ Connecting corridor trails should be multi-purpose. The members of the IOHV can and will help with planning of these trails.
- ❑ Contact the Iowa Equestrian Trail Council (IETC) to obtain volume: labor for trail construction and maintenance. We work closely with the DNR for trail repair.
- ❑ ATVs pay extra money when registering our vehicles for trails and trail maintenance – we need more trails.
- ❑ Please consider a trail corridor along Highway 150 from Independence north.
- ❑ There are a couple of existing trails that need to be added in Grundy County and in Waverly.
- ❑ Need more horse trails...or multi-purpose trails?
- ❑ Why can't horses use the Cedar Valley Nature Trail? We pay taxes too.
- ❑ Cedar Rapids has an existing trail plan. How much has ADT been considered?
- ❑ Parking for larger horse trailer rigs.
- ❑ Off-street trails (or priority lanes on streets) should be a part of any urban development for easy, pleasant and safe pedestrian and bicycle access to major aspects of the urban setting. Help get motors off congested streets by helping make bikes and feet more attractive.
- ❑ We need more OHV and motorized trails.
- ❑ Badger Creek needs horse trails.
- ❑ Make railroad tracks running from Slater, south through Sheldahl, south into a multi-purpose trail including a plan for horses. Connect it to a trail that goes east out of Slater.
- ❑ Connecting existing trails is ideal. Using old railway corridors would be more interesting than running parallel to roadways. The more user groups involved, the better it will be.
- ❑ If these trails become reality, I will spend my dollar in Iowa...not in other states with a better trails system for ATVs.
- ❑ The equestrians also spend money in Iowa.
- ❑ We need a connected system of OHV trails in all of Iowa. We go to Wisconsin...in turn our tourism money gets spent there.
- ❑ We would like to see interconnected OHV trails in Northwest Iowa.
- ❑ A corridor along the new Highway 20 in Fort Dodge would better serve the area. Fort Dodge and Lake View is an active rail line, which would be used more when the Corn Sweetener Plant is built.

Chapter 4 Design Guidelines

- ❑ What kinds of signs will be used to indicate that there may be wheelchair and/or other adaptive equipment in use?
- ❑ How will a slow moving hiker-biker-etc. feel safe on the same trails used by fast bikers?
- ❑ How will people who can't read English signs, those who are mentally retarded or those who are non-English speaking read the information on the signs?
- ❑ Need to work with other agencies to reduce the red tape.
- ❑ There will be a dedication of the American Discovery Trail (the only cross U.S. trail) on Saturday, August 12. It is the northern most point in the nation – George Wyth Park in Waterloo at 10:30 am.
- ❑ Thanks so very, very much for all your work on this excellent (and precious) resource. It's much appreciated!
- ❑ Trailheads are frequently ignored, inadequate and with no facilities. There is a need to develop standards for trailheads and parking. What sense does it make to have a nice trail with no access to it?
- ❑ ATV clubs are willing to help mark and maintain trails.

- ❑ Multi-use trails seem like an oxymoron. I have backpacked in the wilderness throughout this nation. Horses distract from the natural character of the benefits of exercise in clean air. I shared 7 horses on a 3,172-foot peak this summer. Yuck! Motors up there would be even worse!
- ❑ I feel these guidelines are 100% correct.
- ❑ How about some trails just for walking through sensitive areas?
- ❑ I profess that horses can use in the summer...some of the trails used by snowmobiles in the winter.

Chapter 5 Cost Analysis

- ❑ These costs are too high for areas of the state with low population, thus there is a need to improve other road use plans to let bicyclists use them safely.
- ❑ What about structures included in the building of an actual trail? That would be extremely useful!
 - Bridges?
 - Culverts?
 - Other construction structural items?
- ❑ Legalize registered OHVs and motorcycles on County gravel roads.
- ❑ How about designating the trail land and letting the trail develop itself = "free"?
- ❑ Whatever you say...in the end this is all for bicycles.
- ❑ Full-size four wheel drive trails will not need the grading, granular fill, asphalt or wood chips, clearing of trees and grubbing would be at a minimum. The trails with the lowest development cost are not even represented.
- ❑ ATV parks are maintained by local clubs and are funded by our own registration fees and grants. We do not ask for the DNR or other agencies to do this. We take responsibility for our areas.
- ❑ Low cost to maintain a horse trail...you should only have to mow 2-3 times a year.
- ❑ With these costs – horse trails look better and better – hiking, mountain bikes, etc. can also use them.
- ❑ Keep expenses down – don't pave trails – those who want paved trails can use the roads.
- ❑ Can we use a different type of surface other than paving...wood chips cost much less and work for more user groups?
- ❑ Saddle clubs and horse groups are willing to help build trails.
- ❑ Proposed 4,908 miles of trails...How many are horse trails or multi-use?
- ❑ Jeep clubs are always willing to have a trail clean up. All you have to do is ask!

Chapter 6 Implementing the Vision

- ❑ Equestrian users pay a lot for hauling horses, as well as the gas tax.
- ❑ ATV users pay more gas taxes.
- ❑ Federal funds can be used for all types of trails. Has any been used for motorcycle trails in Iowa?
- ❑ The ATVs and OHVs use their registration fees to build projects along with grant money.
- ❑ Equestrians pay more gas tax – Who benefits from that?
- ❑ Need to require use tags for bicycles to use trails. I believe they need to help fund/support trails they use. I think a system of pay as you go would work well...or maybe \$5.00 per year.
- ❑ Horse people pay gas taxes too!

- ❑ Multi-purpose trails would benefit everyone – on road right-of-ways. Local OHV clubs would help maintain these with the state...as other states do.
- ❑ This is how most other states do it...look at their plans.
- ❑ Donate/volunteer to specific user groups to make sure your money is used for targeted projects.
- ❑ Would my trail fee go into the general fund, or go directly for trails?
- ❑ Please continue to add multi-use trails that include equestrians!
- ❑ Why don't ATV sales require registration on the spot like automobiles do?
- ❑ Where is our registration money for snowmobiles? The trails should be for everybody, including equestrians and snowmobiles, not just hikers and bikers.
- ❑ Why do equestrian users have to pay \$3.00 extra per night to camp...compared to the regular campers? Does this money go for equestrian interests? We clean up our area before we leave so that the IDNR doesn't spend all of this money cleaning up.
- ❑ Make money available for full-size OHV parks and trails.
- ❑ Appropriate or a portion of money from the SUV tax can be used to specifically fund 4x4 trails.
- ❑ We need to see a piece of the money pie for full-size vehicle trails. There is only one area to legally ride off-road in a full-size vehicle in the state of Iowa.
- ❑ People need to understand that registration fees can be used on trails for different modes.

Chapter 6 Roles and Responsibilities

- ❑ There has to be more input from trail user groups.
- ❑ I see no provision for the review of trail plans by trail user groups! Are there reviews of road plans by car enthusiasts?
- ❑ Some County Conservation Boards are able to provide design and construction guidance, technical assistance and review.
- ❑ Consider working with area USDA – RC&Ds (Resource Conservation & Development Areas). Look for possible design assistance and/or possible grant assistance...also the U.S. Army Corp of Engineers!
- ❑ Should have involvement at all levels. Have a way – procedure for involvement of all. Communication is a key to success of any project large or small.

Chapter 7 Management and Maintenance

- ❑ For over 10 years, equestrian trail riding has been organized to work with the IDNR to create and restore trails. What other user groups are working with the IDNR and how can we all work together?
- ❑ Trail sweepers?
- ❑ Equestrian trails are cheaper to maintain – don't need asphalt or mowing...only erosion measures which you would do anyway.
- ❑ For full-size vehicles, several clubs and the Iowa Association of 4 Wheel Drive Clubs will maintain the trails in the trail area that is for full-size vehicles.
- ❑ ATV trails require very little maintenance...we don't need smooth trails. Let local clubs help with the upkeep.
- ❑ Trail clubs are willing to help maintain trails to have a good place for horseback riding.
- ❑ Bicyclists are on the highway, but asphalt on the side of the road would be safer.
- ❑ Users of trails should be willing to license their vehicles to support themselves.
- ❑ Horse clubs volunteer labor to improve/clean/repair trails.

- ❑ Mountain biking and horseback riding groups are working together for group events – there is a need for many miles of varied terrain trails.
- ❑ It is going to be essential to have funding assistance for the operations and maintenance of these trails.
- ❑ Jeep/ATV trails need no maintenance. The rougher the trails are, the better it is to ride on.

Chapter 8 Recommendations

- ❑ Ask specific users to donate time and materials. ATV and motorcycle users have many resources and are usually willing to donate.
- ❑ In Northwest Iowa, blacktop trails don't work for snowmobiles.
- ❑ Near my home there are wide ditches that are used in the winter by snowmobiles. When the ditches were only a few years old, I rode my horse on a safe trail I had scoped out for several miles. Then the highway maintenance crews cut the brush off leaving sharp slanted spears of stubs that were dangerous to the horses' legs. I would like to maintain a safe trail through these wide ditches. Since 1990, I have worked on developing trails in Story County. I would venture to say that equestrians could maintain the trail in the summer and the snowmobiles could use it in the winter.
- ❑ In areas that do not have population or green corridors, we need the county and state roads built for extra use such as wide shoulders for biking and walking without rumble strips and at least 2-2½ feet outside of the shoulder.
- ❑ We need many miles of trails for horseback riding.
- ❑ Why do other wildlife prairie areas allow for snowmobile trails, but not in the O'Brien County waterman area? – we can't even get a trail to access the Little Sioux River.
- ❑ Develop a way to enforce rules and regulations so the few who abuse the trails are fined instead of closing trails to all.
- ❑ We need to incorporate wide paved shoulders for biker/hiker safety.
- ❑ If bicycles are going to utilize highways, widen them enough to accommodate bike traffic or utilize ditches.
- ❑ Too many times private landowners create weak links to creating trails and the grass roots efforts and desires die.
- ❑ Policy and laws in Iowa will have to change relative to using condemnation of private land to get quality trails in designated corridors. Iowa does not have the vast public land as in other states to layout and link up trails.

Handbooks for Communities

- ❑ Check out Volga equestrian parks (or others)...the parks are packed.
- ❑ These are only on good weathered days...and even if they are "packed", the pedestrians and bicyclists still could make up a large % of total trail users.
- ❑ How did you gather all the stats? At RAGBRAI – If you count the numbers correctly, OHVs are unrepresented.
- ❑ "Trail riding in Iowa" has been a great resource and widely used.
- ❑ ATV users spend a lot of money in other states, where we can ride on linear trails. Let's keep some of this money in Iowa.
- ❑ Different groups' numbers will increase if trails were created or shared.
- ❑ How are you going to deal with liability issues?
- ❑ Possibly talk about the values of land and land abutting a trail.
- ❑ What about ATVs? Sales are up – we don't mind sharing trails.

IOWA TRAILS 2000

OPEN HOUSE COMMENT FORMS – SUMMER 2000 OPEN HOUSES

Ankeny (RAGBRAI), Atlantic, Cedar Rapids, Cherokee, Des Moines, Dubuque, Fairfield, Fort Dodge,
Mason City, Muscatine, Waterloo

Participants: 321 total participants at 11 workshops.

The tabulations on the following pages were compiled from the survey/comment forms submitted at each of the open house workshops. The numbers were tabulated from each of the open houses to reflect the trends in different communities within different regions of the state. People attending the Open House Workshops were asked to answer to the best of their ability, each of the seven questions about the Iowa Trails 2000 project and what they would like to see incorporated into the final document. Participants were asked to either fill out the questionnaires before they left or mail them to the Iowa Department of Transportation.

1. In what types of trail activities are you likely to participate?

Location	Hiking/ Walking	Bicycling	Canoeing /Kayaking	In-Line Skating	Equestrian	Snowmobile	OHV/ Motor bike	Others	I do not participate
Ankeny - RAGBRAI	16	19	6	0	1	0	0	swimming trails waves for surfing ATVs walking pets (dogs) running	0
Atlantic	2	9	2	2	0	9	14		0
Cedar Rapids	18	21	1	2	5	2	4	running ATVs skiing	0
Cherokee	4	1	2	0	0	1	1		0
Des Moines	22	24	3	2	15	7	41	motorcycles cross country ski 4x4 vehicles	0
Dubuque	3	3	2	0	0	0	3	cross country ski	0
Fairfield	6	3	2	3	0	0	5		0
Fort Dodge	6	6	3	1	2	3	15	birding	0
Mason City	5	5	0	1	0	0	6		0
Muscatine	7	9	3	3	6	0	1	golf carts	0
Waterloo	1	2	2	0	0	0	1		0
Totals	65	75	21	12	14	15	47		0

2. Do you feel that there are enough trails in Iowa?

Location	Yes	No	Other
Ankeny - RAGBRAI	3	13	2 people said never the more the better 1 person left it blank I don't really know
Atlantic	0	15	1 person left it blank
Cedar Rapids	0	29	no, but getting better
Cherokee	0	4	
Des Moines	0	72	not yet kind of of some types better than most states, but we need more no, but working on them for point to point destinations, no for recreation connectors, somewhat for transportation use, yes
Dubuque	0	6	
Fairfield	0	6	never need larger areas 2 people left it blank
Fort Dodge	0	20	
Mason City	0	11	
Muscatine	0	13	
Waterloo	0	2	
Totals	3	191	

3. Do you feel that there are enough trails in your area?

<i>Location</i>	<i>Yes</i>	<i>No</i>	<i>Other</i>
<i>Ankeny - RAGBRAI</i>	3	15	need connections maybe connect to other trails 1 person left it blank I don't really know
<i>Atlantic</i>	0	15	1 person left it blank
<i>Cedar Rapids</i>	0	29	no, but good progress
<i>Cherokee</i>	0	4	
<i>Des Moines</i>	0	69	4 people said none there are more than enough bike trails already no, but working on them not for means of transportation perhaps, but they need to be connected we are working on more, we need to acquire the land now...before it's developed into something maybe yes, but access is not safe it's not safe to bike on some Des Moines streets to get to a trail
<i>Dubuque</i>	0	6	None
<i>Fairfield</i>	0	5	2 people left it blank it's getting to be enough it's getting better more would be great
<i>Fort Dodge</i>	0	20	
<i>Mason City</i>	0	11	
<i>Muscatine</i>	0	12	not yet
<i>Waterloo</i>	0	0	not yet not quite
<i>Totals</i>	3	186	

4. How often (in season) do you use trails in Iowa?

Location	Every Day	At least once a week	1 to 5 times per month	Several times per year	Once per year or less	I never use trails in Iowa
Ankeny - RAGBRAI	2	8	2	7	2	0
Atlantic	1	5	4	4	0	2
Cedar Rapids	2	13	7	8	0	0
Cherokee	0	1	1	1	0	0
Des Moines	4	17	33	17	0	5
Dubuque	0	2	1	2	0	1
Fairfield	0	1	5	3	0	0
Fort Dodge	1	8	9	3	1	1
Mason City	1	2	2	6	0	0
Muscatine	2	4	2	5	0	0
Waterloo	0	0	2	0	0	0
Totals	13	61	68	56	3	9

7. Would you like to be on the mailing list and kept updated on future Iowa Trails 2000 news?

Location	Name	Address	Mailing List	Phone Number	Email	# of People
Ankeny (RAGBRAI)	Jason Gregg	5006 Oaklyn Dr. Des Moines, IA 50310	yes	515.255.8454		1
	Mark Million	3538 H Ave. Earlham, IA 50072	yes	515.758.2602		1
	Cindy Lanham	7409 Bryn Mawr Dr. Urbandale, IA 50322	yes			1
	Jim Roth	P.O. Box 202 Waukee, IA 50263	yes	515.987.4418		1
	Marvin Krieger	105 Minnesota St. Glidden, IA 51443	no	712.659.3072		1
	Jeff Burchfield	1104 8th Ave. SE Altoona, IA 50009	yes			1
	Bruce Eilers	2615 Ansborough Waterloo, IA 50701	yes	319.291.7096		1
	John Peterson	709 NE 10th Ankeny, IA 50021	yes	515.964.8785		1
	Ethan Peterson	709 NE 10th Ankeny, IA 50021	yes	515.964.8785		1
	Lyle Tweet	LMT Engineering	no	520.885.3344		1
	Brenda Schumann	Cedar Rapids, IA	no	515.965.8929	schuwoman@earthlink.net	1
	Tara Hawkins	Cedar Rapids, IA	no	319.366.8099		1
	Aaron Eilers	Coralville, IA	no	319.338.4109		1
	Mark Langford	1142 23rd St. Des Moines, IA	no	515.277.0138		1
	Margy Langford	1142 23rd St. Des Moines, IA	no	515.277.0138		1
	Bob Douglass	2123 Drake Park Ave. Des Moines, IA	no	515.244.5891		1
	Don Whitmer		no	515.279.5722		1
	Krista Viere	Ankeny, IA	no	515.281.3820		1
	Neil Rosenblod	Vermont	no	802.244.5359		1
	Sue Less	Huxley, IA	no		sueless@netins.net	1
	Dave Slaughter	Waukee, IA	no	515.987.5524		1
	Wanda Miller	Ankeny, IA	no	515.964.8190		1
	Paul Follmer	Ankeny, IA	no		follmer@ccnmail.com	1
	Jacque Follmer	Ankeny, IA	no		follmer@ccnmail.com	1
	Mary Guffill	Des Moines, IA	no			1
	Mary Million	3538 H Ave. Earlham, IA 50072	no	515.758.2602		1
	Sheila Condon	Ames , IA	no			1
	Jennifer Hicks	Ames , IA	no			1
	Duane Cliak	2268 III Dr. Pella, IA	no	515.628.1047		1
	Joann Cliak	2268 III Dr. Pella, IA	no	515.628.1047		1
	Total: Ankeny – RAGBRAI					30
Atlantic	Dave Olson	22811 Swan Lake Dr. Cromwell, IA 51401	yes	712.792.4614	ccconsrv@netins.net	1
	Sandra Leininger	710 Davis Ave. Corning, IA 50841	yes	641.322.5229		1
	Lana Palo	3264 Nevada Ave. Orient, IA 50858	yes	515.345.2281		1
	Sandy Fairbairn	1511 Roosevelt Dr. Atlantic, IA 50022	yes	712.243.2650		1
	Berneice Thike	807 Hazel Atlantic, IA 50022	yes	712.243.2543		1
	Ron Less	1310 S 175th Omaha, NE 68130	yes	402.697.0844		1
	Robert Reynolds	405 5th St. Elliott, IA 51532	yes	712.767.2454		1
	Richard Ronk	3539 10th Ave. Council Bluffs, IA 51501	yes	712.323.3613		1
	Donny Ronk	3539 10th Ave. Council Bluffs, IA 51501	yes	712.323.3613		1
	Valda Kennedy	601 W 29th Atlantic, IA 50022	yes	712.243.1931		1
	Annette Young	507 W 10th Atlantic, IA 50022	yes	712.243.6343		1
	Rob Thornton	1505 Redwood Dr. Atlantic, IA 50022	yes	712.243.4482		1
	Chris Brown	507 E 9th St. Atlantic, IA 50022	yes	712.243.9861		1
	Scott Woolsey	60379 Highland Rd. Atlantic, IA 50022	yes	712.243.3628		1
	Jason Draivenga	P.O. Box 71 Stanton, IA 51573	yes	712.829.2834		1
	Andy Harrelson	1000 E 7th Atlantic, IA 50022	yes	712.243.6416		1
	Jason Martin	510 Jones Walnut, IA 51577	yes	712.784.3377		1
	Wayne Brosam	808 Olive St. Atlantic, IA 50022	yes	712.243.4741		1
	Bill Worth	511 Oregon Lewis, IA 51544	yes	712.769.2584		1
	Chris Hardic	1118 14th St. Eldora, IA 50627	yes	515.939.7557		1
	Marjorie Sothman	P.O. Box 567 Griswold, IA 51535	yes	712.778.2695		1

Location	Name	Address	Mailing List	Phone Number	Email	# of People
Atlantic (continued)	Fred Coltrain	102 S 25th Denison, IA 51442	yes	712.263.2427		1
	Marilyn Coltrain	102 S 25th Denison, IA 51442	yes	712.263.2427		1
	Dana Cooper	304 Linn St. Atlantic, IA 50022	yes	712.243.5792		1
	Jay Robinson	59071 Highland Rd. Atlantic, IA 50022	yes	712.243.6346		1
	Dane Hoegn	205 Pearl St. Atlantic, IA 50022	yes	712.243.2797		1
	Nicole Popp	508 Birch St. Atlantic, IA 50022	yes	712.243.1994		1
	Courtney Schueler	6 E 13th St. Atlantic, IA 50022	yes	712.243.2854		1
	Heather Pelzer	70031 620th St. Griswold, IA 51535	yes	712.778.5015		1
	Joel Pelzer	70031 620th St. Griswold, IA 51535	yes	712.778.5015		1
	Carol Hensley	1208 Sunnyside Ln. Atlantic, IA 50022	yes	712.243.2038		1
	Dick Hensley	1208 Sunnyside Ln. Atlantic, IA 50022	yes	712.243.2038		1
	Dennis Murphy	63286 White Pole Rd. Atlantic, IA 50022	yes	712.243.6343		1
	Roland Landsness	P.O. Box 496 Atlantic, IA 50022	yes	712.243.1663		1
	Tara Littler	Atlantic, IA	no	712.243.3663		1
	David Petersen	Atlantic, IA	no	712.243.3663		1
Total: Atlantic						36
Cedar Rapids	Donna Cobley	4654 Alice Rd. Center Point, IA 52213	yes	319.849.2753	donnacob@aol.com	1
	Gary Bishop	3270 28th Ave. Marion, IA 52302	yes			1
	Roy Gardiner	3942 Sherman St. NE Apt.27 Cedar Rapids, IA 52402	yes	319.395.7680		1
	Tricia Sheldon	6237 33rd Avenue Shellsburg, IA 52332	yes	319.436.2182		1
	Richard Manning	450 Duke St. Cedar Rapids, IA 52404	yes	319.365.3259		1
	Shawn Hoaglan	319 6th Ave. SE Independence, IA 50644	yes	319.334.6807		1
	Karen Hoaglan	319 6th Ave. SE Independence, IA 50644	no	319.334.6807		1
	Gene Quandt	2938 Oakland Rd. NE Cedar Rapids, IA 52402	yes	319.365.7304		1
	Rod Straub	38220 Trail South Amana, IA 52334	yes	319.622.6274		1
	Carole Teator	957 1/2 13th St. Marion, IA 52302	yes	319.373.8830		1
	Terry Dahms	3086 Sycamore Trl. NE Iowa City, 52240	yes	319.338.5919		1
	John Yapp	410 E Washington Iowa City, IA 52240	yes	319.356.5247		1
	Sam Granato	City Hall Cedar Rapids, IA 52401	yes	319.286.5042		1
	Norman McCoy	10200 Hall Rd. NE Cedar Rapids, IA 52411	yes	319.378.9292		1
	Ron McGraw	1221 Robinwood Ln. NE Cedar Rapids, IA 52402	yes	319.365.1374		1
	Sandy Colton	1008 Bowler St. Hiawatha, IA 52233	yes	319.378.8971		1
	Ed Colton	1008 Bowler St. Hiawatha, IA 52233	yes	319.378.8971		1
	Ron Bandy	25 N Dubuque St. North Liberty, IA 52317	yes	319.626.2014	bandyrb@aol.com	1
	Gordon Gott	2600 2nd Ave. Marion, IA 52302	yes	319.377.2812		1
	Jim Wing	980 Squaw Creek Rd. SE Cedar Rapids, IA 52403	yes	319.363.1093		1
	Tim Schutt	657 Sandusky Dr. Iowa City, IA 52240	yes	319.338.4316		1
	Samantha Schutt	657 Sandusky Dr. Iowa City, IA 52240	yes	319.338.4316		1
	Gary Darland	2552 Indian Hill Rd. SE Cedar Rapids, IA 52403	yes	319.363.1776		1
	Karen Darland	2552 Indian Hill Rd. SE Cedar Rapids, IA 52403	yes	319.363.1776		1
	Mark Bulechek	1722 Lakefront Dr. Solon, IA 52333	yes		mwbulechek@yahoo.com	1
	Jim Forcht	5200 McGowen St. Cedar Rapids, IA 52403	yes	319.365.3181		1
	Sharilyn Forcht	5200 McGowen St. Cedar Rapids, IA 52403	yes	319.365.3181		1
	Bill Dyke	1515 11th St. Cedar Rapids, IA 52405	yes	319.366.8740		1
	Jim Hess	1266 Hess Ln. Cedar Rapids, IA 52403	yes	319.366.0022		1
	Joanne Jones	3473 Lafayette Rd. Center Point, IA 52213	yes	319.849.2862		1
	Jim Wooldridge	P.O. Box 483 Center Point, IA 52213	no	319.474.2630		1
	Lynn Hudecek	6710 Boxwood Ln. NE Cedar Rapids, IA 52402	yes	319.393.0736		1
	Jill Atwater	4642 Alice Rd. Center Point, IA 52213	yes	319.849.1790		1
	Henry Schmol	3005 Meadow Glen St. Marion, IA 52302	yes	319.377.0383		1
	Roger Flint	3812 Antelope Trail Cedar Rapids, IA 52402	yes	319.362.5207	rflint3812@aol.com	1
	Rick Paulos	201 Foote St. SW Cedar Rapids, IA 52404	yes	319.364.5644		1
	Sam Overturf	Equestrian	no	319.443.2325		1
	Randy Burke	Linn County Conservation	no	319.892.6450		1
	Duane Stohlmann	Williamsburg, IA	no	319.668.1907		1
	Ken Klosterman	Cedar Rapids, IA	no	319.362.5630		1
	Barbara Flint	Cedar Rapids, IA	no	319.362.5207		1

Location	Name	Address	Mailing List	Phone Number	Email	# of People	
Cedar Rapids (continued)	Arthur Barnes	Cedar Rapids, IA	no	319.362.2576	Barnes.arthur@mcleodusa.net	1	
	Dave Dvorak	Cedar Rapids, IA	no		bikingpilot@yahoo.com	1	
	Roy Veverka	Cedar Rapids, IA	no	319.364.2923		1	
	Sally Wooldridge	Center Point, IA	no	319.474.2630		1	
	Jason Walter	Swisher, IA	no	319.857.4342		1	
	Lisa Paulos	Cedar Rapids, IA	no	319.364.5644		1	
	Polly Hudecek	Cedar Rapids, IA	no	319.393.0736		1	
	Dale Jones	Center Point, IA	no	319.849.2862		1	
	Quinten Davis	Scotch Grove, IA	no	319.465.5680		1	
					Total: Cedar Rapids	50	
Cherokee	Sue Morrow	5726 120th Ave. Storm Lake, IA 50588	yes	712.732.6684		1	
	Scott Osborn	5063 Oak Rd. Cherokee, IA 51012	yes	712.757.3835		1	
	Paul Stoffel	203 E Park St. Spencer, IA 51301	yes	712.262.7962		1	
	Terry Boltjes	Mill Creek State Park Paullina, IA 51046	yes	712.448.2254		1	
	Daird Phipps	SIMPCO - RPA	no	712.279.6286		1	
	Mary Lou Freeman	Senate 5	no	712.732.3781		1	
	Mary Pieper	Northwest Iowa Review	no	712.324.5357		1	
	Chad Ruhberg	SIMPCO - MPO	no	712.279.6286		1	
	Leonard Woodruff	Twin Lakes, IA	no	712.297.8075		1	
	Merle Alberts	Hartley, IA	no	712.728.3217		1	
	John Putnam	Sutherland, IA	no	712.446.3754		1	
	Joyce Putnam	Sutherland, IA	no	712.446.3754		1	
						Total: Cherokee	12
	Des Moines	Jim Spencer	115 E 22nd St. Madrid, IA 50156	yes	515.795.3440		1
Dana Harrison		3211 SE 23rd St. Des Moines, IA 50320	yes	515.243.5903		1	
Bruce Friest		510 NW Nickolas Dr. Ankeny, IA 50021	yes	515.964.3273		1	
Bob Rees		1605 E Bell Ave. Des Moines, IA 50320	yes	515.288.1038		1	
Jackie Wagoner		2354 315th Ct. Adel, IA 50003	yes	515.993.3113		1	
Lowell Wagoner		2354 315th Ct. Adel, IA 50003	yes	515.993.3113		1	
Walt Kocal		5431 Forest Dr. Johnston, IA 50131	yes	515.276.4871		1	
Beth Aswegan		Iowa Equestrian Trails Council	yes	515.242.6380	mbea@suno.com	1	
Laural Brown		2212 50th St. Des Moines, IA 50310	yes	515.277.4932		1	
Leroy Wolfe		3225 335th St. Waukee, IA 50263	yes	515.987.4585		1	
Steve Burt		922 Redwood Dr. Norwalk, IA 50211	yes	515.981.5001		1	
Brenda Miller		5430 SE Vandalia Des Moines, IA 50327	yes	515.266.6017		1	
Lee Lundstrom		2540 E University Des Moines, IA 50317	yes	515.266.0247		1	
Bill Paynter		1180 Liberty Highway New Virginia, IA 50210	yes	641.342.4436		1	
Dennis Thielke		3301 SW 34th Street Des Moines, IA 50321	yes	515.285.1165		1	
Bill Schulte		P.O. Box 312 Newton, IA 50208	yes	641.792.7594	jedco@netins.net	1	
David Wilwerding		602 E 1st St. Des Moines, IA 50309	yes	515.237.1389	drwilwerding@dmampo.org	1	
Mike Sheets		4020 Susan Ct. #7 West Des Moines, IA 50266	yes	515.440.1184		1	
Jason Griswold		133 Paine St. SE Bondurant, IA 50035	yes	515.967.3444		1	
Chuck Craig		1975 Olive Pl. Woodward, IA 50276	yes	515.438.4635		1	
Connie Maxwell		6300 Pioneer Parkway Johnston, IA 50131	yes	515.251.3701		1	
Shirlee Wolfe		3225 335th St. Waukee, IA 50263	yes	515.987.4585		1	
Rick Baumhover		11021 Aurora Urbandale, IA 50322	yes	515.270.0848		1	
Beth Henning		443 Tonawanda Dr. Des Moines, IA 50312	yes	515.277.2427	prairiedogs@earthlink.net	1	
Tim Anderson		1871 Opal Ln. Madrid, IA 50156	yes	515.795.3992		1	
Cindy Anderson		1871 Opal Ln. Madrid, IA 50156	yes	515.795.3992		1	
Ben Haub		2975 Skillet Creek Rd. Dayton, IA 50530	yes	515.547.2804		1	
Flo Walker		1207 SW Emma Des Moines, IA 50315	yes	515.285.7265		1	
Roger Battani		4133 9th St. Des Moines, IA 50309	yes	515.280.1019		1	
Peggy Welter		509 N Kennedy Madrid, IA 50156	yes	515.289.3440		1	
Janie Hope		337 Shaw St. Melcher-Dallas, IA 50062	yes	641.947.6404		1	

Location	Name	Address	Mailing List	Phone Number	Email	# of People
Des Moines (continued)	Jeff Gilbert	3413 Scenic Valley Dr. West Des Moines, IA 50265	yes		jeffgilbert@bigfoot.com	1
	Edward Sheppard	825 14th St. West Des Moines, IA 50265	yes	515.223.4444		1
	James Thomas	825 E 28th Ct. Des Moines, IA 50317	yes	515.263.0629		1
	Travis Michael	805 E 23rd St. Des Moines, IA 50317	yes	515.261.7045		1
	Peter Wicks	1720 260th St. Adel, IA 50003	yes	515.993.3057		1
	Mike Anfinson	2701 Arnold Rd. Des Moines, IA 50310	yes	515.279.3519		1
	Beverly Nugteren	2020 Eaton Ave. Leighton, IA 50143	yes	641.626.3704		1
	Ronald Riley, III	3203 E 9th Des Moines, IA 50316	yes			1
	John Sandin	6973 NE 29th Ankeny, IA 50021	yes	515.964.7528		1
	Frank Larick	3924 50th Des Moines, IA 50310	yes	515.278.4791		1
	Ryan Perry	2535 E 23rd St. Des Moines, IA 50317	yes	515.264.9526		1
	Craig Lynn	3824 Twana Dr. Des Moines, IA 50310	yes	515.278.9062		1
	Teresa Harp	5701 NW 142nd Ave. Polk City, IA 50226	yes	515.685.2315	harpik@philoired.com	1
	Chuck Meyrat	5180 Clark St. Clear Lake, IA 50428	yes	461.357.7850		1
	Mandi Akey	918 Dubuque St. Norwalk, IA 50211	yes	515.961.1271		1
	Kenneth Ristou	3217 56th Des Moines, IA 50310	yes	515.334.0492		1
	Jeremiah Yanna	2709 Scenic Pl. West Des Moines, IA 50321	yes	515.225.4816	yannaji@hotmail.com	1
	Chris Sauter	301 Hillside Ave. West Des Moines, IA 50265	yes	515.633.0209	playsinmud@aol.com	1
	Barb Schmidt	125 42nd St. Des Moines, IA 50312	yes		archschoos@mciworld.com	1
	Alycia Carlsberg	1264 N 500th Ave. Ames, IA 50014	yes			1
	Warren Campbell	314 NW Cameo Ln. Ankeny, IA 50021	yes	515.964.9562		1
	Bob Lankford	7184 NW 28th St. Ankeny, IA 50021	yes	515.289.2600	blankford@mowe.com	1
	Roger Colvin	708 NW Beechwood Ankeny, IA 50021	yes	515.964.5459		1
	Pat Humphery	337 Shaw St. Melcher-Dallas, IA 50062	yes	515.947.6404		1
	Steve Van Have	405 4th St. Waukee, IA 50263	yes	515.951.4713		1
	Mike Daspit	5151 Maple St. Pleasant Hill, IA 50327	yes	515.262.9368		1
	Jeremy Shoning	1228 37th Des Moines, IA 50311	yes	515.255.2684		1
	Craig Milligan	814 143rd Ave. Indianola, IA 50125	yes	515.961.3255		1
	Alan Wicks	1649 240th St. Minburn, IA 50167	yes			1
	Leroy Nugteren	2020 Eaton Ave. Leighton, IA 50143	yes	641.626.3704		1
	Ron Riley	2510 Mansfield Dr. Des Moines, IA 50317	yes	515.262.2803		1
	Larry Bever	1495 NW 75th St. Clive, IA 50325	yes	515.279.1284		1
	Steven Kohler	2260 Morton Ave. Des Moines, IA 50317	yes	515.265.2549		1
	Bob Modersohw	715 Locust Des Moines, IA 50309	yes	515.279.0051		1
	Russell Love	6947 NW 6th Dr. Ankeny, IA 50021	yes	515.289.1181		1
	Benson Ashmead	6885 NW Beaver Dr. Johnston, IA 50131	yes	515.276.1468		1
	Al Lambertz	5322 NE 3rd Des Moines, IA 50313	yes	515.210.4172		1
	Bruce Cockram	6209 Sherrick Ave. Des Moines, IA 50322	yes	515.277.9254		1
	Mike Clutter	1007 Oak Park Ave. Des Moines, IA 50313	yes	515.283.2724		1
	David Meader	3967 Twana Dr. Des Moines, IA 50310	yes	515.276.9486		1
	Michael Headlee	416 100th Ave. Norwalk, IA 50211	yes	515.961.5184		1
	Mike Seely	3516 E 8th Des Moines, IA 50309	yes	515.265.1630		1
	Irene Howard	P.O. Box 6215 Des Moines, IA 50309	yes	515.966.2877		1
	Jennifer Sauter	301 Hillside Ave. West Des Moines, IA 50265	yes	515.633.0209		1
	Kendall Belz	5374 NW 63rd Pl. Des Moines, IA 50313	yes	515.727.1416		1
	John Neumayer	712 N. 4th St. Grimes, IA 50111	yes	515.586.4630		1
	Stephen Klinkefus	485 NW Aurora Ave. Des Moines, IA 50313	yes	515.282.1447		1
	Ron McKenzie	3105 34th Pl. Des Moines, IA 50310	yes			1
	Lucy Thomas	2108 Ironwood Ct. Ames, IA 50014	yes	515.296.2442		1
	Butch Gibbs	8429 Warren Dr. Des Moines, IA 50320	yes	515.285.0523	egibbs1399@aol.com	1
	Jim Hickman	5306 S Union Des Moines, IA 50315	yes	515.256.1051	hickrace@aol.com	1
	John Ulrey	710 E 12th St. Des Moines, IA 50309	yes	515.831.0914		1
	John Zeitler	2815 Center Des Moines, IA 50312	yes	515.255.0539		1
	Harold Jensen	837 N Ave. Nevada, IA 50201	yes	515.382.7355		1
	George Frampton	1526 NW 123rd St. Clive, IA 50325	yes	515.222.2252		1
	Steve Souder	296 Main St. Norwalk, IA 50211	yes	515.981.5901		1

Location	Name	Address	Mailing List	Phone Number	Email	# of People
Des Moines (continued)	Gary Barber	705 NE 9th Ankeny, IA 50021	yes	515.964.0408		1
	Jacque Morkin	218 Meadow Ln. Marshalltown, IA 50158	yes			1
	Jane Clark	9871 Lincoln Ave. Clive, IA 50325	yes			1
	Total: Des Moines					90
Dubuque						
	Jeff Melssen	2315 Evergreen Dubuque, IA 52001	yes	319.583.0434		1
	Tim Engelhonch	29862 Osborne Rd. Dubuque, IA 52001	yes	319.245.1516		1
	Frank Zahn	23705 Spechts Ferry Rd. Sherrill, IA 52073	yes	319.552.2242		1
	Richard Worm	3680 Echo Hills Dr. Bellevue, IA 52031	yes	319.582.2580		1
	Alan Burr	P.O. Box 1140 Dubuque, IA 52004	yes	319.556.4166		1
	Dick Bailey	1800 Manson Rd. #20 Dubuque, IA 52001	yes	319.588.0473		1
	Yvonne Nauman	4973 Sherrill Rd. Sherrill, IA 52073	yes	319.552.2004		1
	Tom Turner	12691 Kennedy Rd. Dubuque, IA 52001	yes	319.584.0547		1
	Patrick Preveras	Leisure Services Department Dubuque, IA 52001	yes	319.589.4263		1
	Tim Sindt	Sindt Motor Sales Dubuque, IA 52001	yes	319.582.8146		1
	Steve Hohmann	19474 Mud Lake Rd. Dubuque, IA 52001	yes	319.552.2455		1
	Gary Jepsen	49280 45th Street Miles, IA 52064	yes	319.682.7574		1
	Makela Mangrich	322 Jones St. Dubuque, IA 52001	yes	319.589.4210		1
	Bob Krause	P.O. Box 325 Dyersville, IA 52040	no	319.875.8739		1
	Total: Dubuque					14
Fairfield						
	J. Borgeson	P.O. Box 2284 Fairfield, IA 52556	yes			1
	Larry Crosby	Box 75 Fremont, IA 52561	yes			1
	Pat Gorman	3095 Dogwood Ave. Brighton, IA 52540	yes	319.694.4424		1
	Jeff Tisl	30024 Winegard Dr. Burlington, IA 52601	yes			1
	Bob Gibb	8218 Highway 34 Agency, IA 52530	yes	641.937.5720		1
	Mary Gibb	8218 Highway 34 Agency, IA 52530	yes	641.937.5720		1
	Lonnie Gamble	1860 Woodland Dr. Fairfield, IA 52556	yes			1
	Larry Jackson	P.O. Box 587 Fairfield, IA 52556	yes			1
	Marie Ware	P.O. Box 414 Oskaloosa, IA 52577	yes			1
	LeAnn Waletzko	1805 W Jefferson Fairfield, IA 52556	yes			1
	Steve Wing	1301 Hill Fairfield, IA 52556	yes			1
	C. Hern	RR #1 P.O. Box 223 Stockport, IA 52651	yes			1
	S. Harris	P.O. Box 2071 Fairfield, IA 52556	yes			1
	Mark Neff	P.O. Box 113 Fremont, IA 52561	yes	641.933.4872		1
	Susan Salterberg	RR #1 P.O. Box 180 Birmingham, IA 52535	yes			1
	Tim Fitz-Randolph	1773 Jasmine Ave. Fairfield, IA 52556	yes			1
	Paula Baudonx	305 W Monroe Fairfield, IA 52556	yes			1
	Chris Hallinger	209 N 9th St. Fairfield, IA 52556	yes	641.472.5437		1
	Bruce Grady	P.O. Box 1175 Fairfield, IA 52556	yes			1
	Charles Horn	RR #1 P.O.Box 223 Stockport, IA 52651	yes			1
	Chuck Belgarde	Fairfield District Office DOT	no	515.472.6142		1
	Total: Fairfield					21
Fort Dodge						
	Tim Anderson	1871 Opal Ln. Madrid, IA 50156	yes	515.795.3993		1
	Eddie Peterson	P.O. Box 357 Harcourt, IA 50544	yes	515.573.7175		1
	Brian Holt	2490 Briggs Woods Trail Webster City, IA 50595	yes	515.832.9570		1
	Sue Swarts	915 W 10th St. Boone, IA 50036	yes	515.432.5719		1
	Kathy Smith	619 Sunset Dr. Duncombe, IA 50532	yes	515.543.8626		1
	Christine	410 Cedar St. Duncombe, IA 50532	yes	515.543.8474		1
	McFarland					
	Dan McFarland	410 Cedar St. Duncombe, IA 50532	yes	515.543.8474		1
	Winford Newman	608 Main St. Duncombe, IA 50532	yes	515.543.8623		1
	Shane Maglothin	2125 Shelby Ave. Manson, IA 50563	yes	712.469.3033		1
	Scott Porter	618 Warren St. Duncombe, IA 50532	yes	515.543.8551		1
	Dan Payne	1406 Central Ave. P.O. Box N Fort Dodge, IA 50501	yes	515.573.4282		1
	Alan Roderborn	2914 7th Ave. S Fort Dodge, IA 50501	yes	515.576.7791		1
	Denny Spencer	22716 Old Highway 169 Fort Dodge, IA 50501	yes			1

Location	Name	Address	Mailing List	Phone Number	Email	# of People
Fort Dodge (continued)	Ronald Vance	619 N 8th St. Fort Dodge, IA 50501	yes			1
	Colette Salmon	1844 8th Ave. N Fort Dodge, IA 50501	yes			1
	Nick Salmon	1844 8th Ave. N Fort Dodge, IA 50501	yes			1
	Don Kepler	1105 Cottage Rd. Webster City, IA 50595	yes	515.832.6021		1
	Steve Saathhoff	1440 1st St. Webster City, IA 50595	yes	515.832.2180		1
	Ryan Nicholson	927 Elm St. Webster City, IA 50595	yes	515.832.3582		1
	Brent Peterson	1426 1st St. Webster City, IA 50595	yes			1
	Robert Timm	2017 Kantor Ave. Webster City, IA 50595	yes	515.832.4010		1
	Myrtle Payne	819 1st Ave. S Fort Dodge, IA 50501	yes	515.573.8321		1
	Justin Saathoff	1440 1st St. Webster City, IA 50595	yes	515.832.2180		1
	Warren Scholten	1406 SW 1st Eagle Grove, IA 50533	yes	515.448.4472	scholten@netins.com	1
	Denny O'Farrell	227 S 12th St. Fort Dodge, IA 50501	yes			1
	Shirley Hegevald	602 1st Ave. S Fort Dodge, IA 50501	yes			1
	Val Cleveland	1915 Florida Ave. Bradgate, IA 50520	yes			1
	Craig Grimm	858 240th St. Ogden, IA 50212	yes	515.275.2415		1
	Cindy Anderson	1871 Opal Ln. Madrid, IA 50156	yes	515.795.3992		1
	Total: Fort Dodge					29
Muscatine	Gregory Hoyman	3104 4th St. Emmetsburg, IA 50536	yes	712.852.2247		1
	Paul Michalski	115 W 6th St. Muscatine, IA 52761	yes	319.263.9955		1
	Colleen Simmons	Peterson Bldg. Suite 3A 214 N 4th Burlington, IA 52601	yes	319.753.5107		1
	Carrie Basquin	Peterson Bldg. Suite 3A 214 N 4th Burlington, IA 52601	yes	319.753.5107		1
	Linda Staley	1353 Highway 6 West Liberty, IA 52776	yes	319.627.2527		1
	Liz Allen	1702 180th St. Nichols, IA 52766	yes	319.723.4568		1
	Nora Kopping	552 Oliphant St. West Branch, IA 52358	no	319.643.7360		1
	Hal Staley	1353 Highway 6 West Liberty, IA 52776	yes	319.627.2527		1
	Doug DeLille	1504 3rd Ave. Rock Island, IL 61201	yes	309.793.6300		1
	Jan Benischek	4587 Cheyenne Davenport, IA 52806	yes	319.391.7959		1
	Dave LeFever	1735 Piccadilly Pl. Davenport, IA 52806	yes	319.344.1379		1
	Gail Hakes	305 W 31st St. Davenport, IA 52803	yes	319.324.0833		1
	Charles Harper	904 Sycamore St. Muscatine, IA 52761	yes	319.263.4043		1
	Greg Albansoder	226 W 4th St. Davenport, IA 52801	yes	319.326.7766		1
	Senator Dick Drake	Muscatine, IA	no	319.263.2573		1
	Total: Muscatine					15
Mason City	Bob Bennett	120 4th St. NW Mason City, IA 50401	yes	515.423.3168		1
	Chris Diggins	121 3rd St. NW Mason City, IA 50401	yes	515.423.0491		1
	Jim Erb	105 Milwaukee Mall Charles City, IA 50616	yes	641.257.6311		1
	Harvey Austin	21862 Jonquil Ave. Mason City, IA 50401	yes	515.424.6017		1
	Zach Austin	21862 Jonquil Ave. Mason City, IA 50401	yes	515.424.6017		1
	Kevin Sutcliffe	14820 Partridge Ave. Mason City, IA 50401	yes	641.423.8175		1
	Trevor Johnson	706 N 10th Forest City, IA 50436	yes	641.585.5656		1
	Ron Johnson	706 N 10th Forest City, IA 50436	yes	641.585.5656		1
	John Barker	23 Bush Ave. P.O. Box 101 Woden, IA 50484	yes	641.926.5214		1
	Jim Foos	367 3rd Ave. Thompson, IA 50478	yes	641.584.2913		1
	Tom Ebeling	100 4th Ave. N Clear Lake, IA 50428	yes	515.423.8770		1
	Scott Helgeson	24807 Highway 971 Lake Mills, IA 50450	yes	641.592.7577		1
	Alice Phillips	827 6th Pl. SE Mason City, IA 50401	yes			1
	Total: Mason City					13
Waterloo	Mark Eubank	1522 College Cedar Falls, IA 50613	yes	319.277.4239		1
	Kirby Salisbury	428 36th St. NE Waterloo, IA	yes			1
	Ron Smith	1901 Orchard Dr. Cedar Falls, IA 50613	yes	319.266.6843		1
	Andy Loonan	501 Sycamore Suite 333 Waterloo, IA 50703	yes	319.235.0311	aloonan@incog.org	1
	Bruce Givens	119 Eldene Ct. Evansdale, IA 50707	yes	319.291.7162		1

<i>Location</i>	<i>Name</i>	<i>Address</i>	<i>Mailing List</i>	<i>Phone Number</i>	<i>Email</i>	<i># of People</i>
Waterloo (continued)	Noel Anderson	715 Mulberry St. Waterloo, IA 50703	yes	319.291.4366	noel.anderson@waterloo-ia.org	1
	Mark Durbalm	135 Berkshire Rd. Waterloo, IA 50701	yes	319.232.6531		1
	Kevin Blanshan	INRCOG	no	319.235.0311		1
	Bob Morgan	Cedar Falls, IA	no		robtwmor@cfu.net	1
	Linda Morgan	Cedar Falls, IA	no			1
	Gail Donovan	La Porte, IA	no	319.296.1218	burros4@aol.com	1
Total						321